



# Blue Max Aces

*The Monthly Newsletter of the Blue Max R/C Flying Club*

Editor - Larry Breit

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## TWIN-ENGINE FLYING

*by Bob Davit*

Could model aviation be more fun? After soloing last year, I had an epiphany (or moment of crazed excitement) and decided to seek out and build a twin-engine plane. I had just "built" my own plane (an Avistar) and soloed, therefore, I concluded with confidence, that I was ready and qualified to build my own twin engine plane and fly it. Well, 10 months later and a successful series of flights, a moment of reflection is due.

The twin-engine market in this hobby is wide open for those who are the true builders (the Bob Tomasulo's of the world). I found plans available for Cessna 310's, Mosquito's, Mohawk's, Bronco's, P-38's, all the way down to a Wright brothers "Flying Machine". The trick was finding an ARF. In October of last year I did a Google online search for "twin-engine ARF" and found one available; the Hobbico Twinstar. So, as Don Wolfe taught me, I called Venture Hobbies to purchase my first twin, the Hobbico Twinstar. "Sorry Bob, the Twinstar is discontinued but, if cool is what you're looking for, we do have a 50% Edge 540 with a Chevy big block that Brian Johnson has for sale" is what I was told. Well, with no ARF available and the desire to go for a twin, I plunged head first into a kit, the P-38 Lightning, a.k.a. "Forked Tail Devil". How hard could it be?

The kit arrived on my doorstep in an 8" x 8" x 36" box in late October. I thought there must be a mistake: how could they fit the wing and tail booms into such a small box, there must be another box coming. It's a kit, a little more work than an ARF, I thought. After opening it up, I found blocks of balsa wood, strips of hardwood and plywood sheets that had 100 plus little parts stamped into them. Not one piece looked familiar! From this pile of kindling, was to emerge a plane that looked like the picture on the box. I pulled out the 3' x 4' blueprints (the old fashioned type, they are blue) and noticed that 3 typed pages were attached. It read: "step one: glue 3/16" x 24" spar to tail boom formers A-Z", "step two: shape left upper quadrant of cowls with 4" square balsa block." Oh boy, I'm in way over my head and there is no 2<sup>nd</sup> box coming!

I worked on the Royal P-38 for about 2 months and finally sought out help. Through Don Phillips at Venture, I teamed up or rather turned over, the plane to a professional builder to bring this P-38 to life. Now with time on my hands, I sought out a twin-engine "trainer". Back to where I began and to learn the art of multi-

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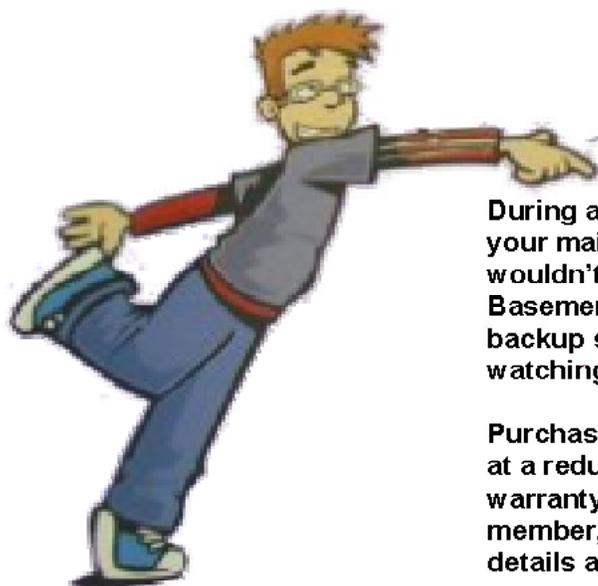
## TWIN-ENGINE PLANES (cont'd)

engine flying. This time, January now, a new twin-engine ARF had come onto the market to fill the void where the Twinstar had left off, the VQ P-38. Except this was bigger (83"), with more power (up to 100 size four strokes). So after ordering and receiving the ARF in May (good things happen in time), I assembled and readied the plane in about 60 hours. What have I learned along the way? A few thoughts:

1. Flying skill: Twins are a handful but as an intermediate rated flyer, I have been able to takeoff and land successfully without incident.
2. Building skill: The VQ P-38 ARF is about 3 to 4 times the building time of an Avistar but well within reach of any neophyte such as myself. A kit (or scratch built), the way this hobby began is a learning curve and years of experience that is for the greats of this hobby. I'm your apprentice in training; a wanna be.
3. Cost: 2 engines, double the servos, twice the expense (however, I saw a new P-38 profile twin engine (.25's) for \$99 in this month's Tower Talk catalog. I'm sure Venture has them).
4. Set-up: With twins, engine reliability and synchronization is paramount. You'll want separate channels for each engine (vs. a y-connector) to tune them into each other. I found (that is, Mark Matzuka found on maiden) if the engines are off more than 300 RPM, especially in the mid-throttle range, the plane will yaw where rudder input is needed. As for engine reliability, an absolute must. If the spacing between engines is small, this is not as big of a factor if one lost in flight, but with the VQ P-38, the distance between CG and propeller is 16 1/2", 24" between engines. Keeping those engines running is critical to a successful flight. Therefore, before every flight, a vertical engine run-up is necessary to make sure they perform as expected.
5. Fun-Factor: Extreme!!!! The sound of synchronized twins on a low fly-by is unbeatable. The challenge is well worth the payoff.

If considering twin-engine planes, RCUNIVERSE.COM has a wonderful twin-engine forum to share and learn from other twin-engine builders. I am still new to twins but if you're interested, please feel free to contact me with any questions.

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# THE WOLFE'S DEN

by *Don Wolfe, President*

It's August and that means it's picnic time. I hope to see all of you and your families there as it looks to be a great event for our club. This year Tim Niemiec and Jim Keehan are running the picnic and these guys always do a great job. I am looking forward to seeing what they have in store for us this year.



In the early to mid eighties, before I became involved with the Blue Max Club, I was in one of the other Chicago area R/C clubs and was also very active in a motorcycle club that put on motocross races seven times a year. It was a lot of hard work and with growing responsibilities at work, I was finding it tough to find the time to participate, let alone be an active member in either group. So I did not renew my memberships the following year. At this point, my wife and I also moved back to Chicago's northwest suburbs, right around the time that the Deer Grove flying field was opened. This was very close to home for me and soon became my preferred flying field.

There was a great group of guys that hung out there that over the years taught me a lot about R/C aircraft and how to fly them. Guys like Bill Regan, Marv Green and Ron Petterec, to name just a few. It got to the point that I had become one of the regulars at the field and most of the guys assumed that I was a member of the Blue Max Club, although I was not at this time.

Every year when the club would have its picnic, the guys would all ask me if I was going to be there. Not being a member, I would try to come out to fly late in the day not wanting to crash their party. But even so, the guys always made me feel welcome. In fact, they made me feel guilty by not being a member. I do not think that this was planned but who knows? One year, Ron asked me on a Saturday afternoon, the eve of the picnic, as I was loading up my car "You're a member right? I will see you at the picnic tomorrow."

Well on my drive home I was feeling extremely guilty about not being in the club and by the time I had gotten home, I had come to the realization that I should sign on with this group. So I called Venture Hobbies to get the phone number of the Blue Max Club president to inquire about becoming a member. As it turns out, Ron was the club president at this time and the next day at the picnic I became a Blue Max Club member.

So that is how I became involved with this organization about seven years ago. I even got to fly in my first Fun-Fly that day!

There is still a great group of guys that hang out at the Deer Grove Flying Field. And guess what, the group is growing, 180 plus members and counting. I hope that you all get a chance to stop out at the field on Sunday; it will be a good time. I'll see you there.



# MINUTIAE FROM THE MEETING

by *Tim Niemiec, Secretary*

The July meeting kicked off with Ed Rogala from Midwest/Falcon Products. Midwest is primarily a balsa, bass and spruce wood distributor. They import ARC/Modelfly kits from Italy and also import Midwest ARF kits from the Far East. The products Midwest carries and imports are distributed through local hobby shops and are available direct from Midwest. The latest products offered from ARC (or Modelfly) are made from engineered plastic. This is a type of ABS blow mold plastic that offers lightweight and great strength. The new kits include the .60 size Cessna on floats, and the .50 size Cessna 177. Also available is the Modelfly Ready which is available with or without floats. On the Midwest side, the Areobat .40 sport plane hit the market. This plane is a great number 2 plane that offers good looks and performance. Some of the pluses include: either trike or taildragger setup, preinstalled hinges, bolt on stab and at \$155 it's a good deal. Blue Max would also like to thank Ed for his time and the Aerostar trainer he donated. Thanks Ed and we hope to see you at the field some time.

Following the presentation, the meeting opened with the introduction of 3 guests. The treasurer's report was read and accepted and the secretary's report was accepted. The Banquet Committee requested that all pictures that you would like to see in the slide show be given to Ira so he can get started on that. The Picnic Committee reported that the picnic is scheduled for Aug 10<sup>th</sup> and to contact the committee if you would like to help out the day of the picnic. Remember to bring your family and have some fun! The Fun-Fly Committee reported that the Fun-Fly, though very windy, was a lot of fun. It consisted of ground and aerial maneuvers with taxiing to a balloon upon landing. The winner in Sport was Ron Petterec, Advanced/Intermediate was Bob Davit and Dan Deitemeyer won in the Solo/Novice category.

Old business for the month: Hot Dog Day went well and the static display for Villa Addolorata was greatly appreciated by the residents and family members that attended. There was talk already of having another display next year. Thanks to Ron Petterec and Paul Barsamian for the flying demonstration and thanks to all who participated.

New business: Paul Barsamian has an event planned for a group of kids at a summer camp near Lake Geneva. Members were told to contact Paul if they interested in participating. A motion was made by Bob Schlumpberger to purchase 20 talking timers at discount. The motion was seconded and passed. See Bob for the timers, they are \$11 each.

Crash reports: Joe Keehan lost control of his Somethin' Extra in a turn. It is safe to say it now looks like somethin' else!! Ardie Arnold crashed his Platus PC9 due to a stripped servo on a control surface. Ira Katz crashed his Somethin' Extra when he ran out of sky while performing a nose down maneuver. His plane also looks like somethin' else!! Finally Terrance Kelly's Avistar crashed while making a turn on final and got inverted. The instructor didn't have enough airspeed to correct the mistake and the plane went in.

Show-n-tell: Dennis Brumley brought his Dave Patrick Ultimate biplane powered by a Saito 180. This plane was purchased used and Dennis reconditioned and recovered the plane in Ultracoat. Bob Davit brought his Royal P-38 powered by a pair of Satio 100's. Bob said there is close to 500 man-hours in this plane and it is a dream come true for him. He has been flying a P-38 "trainer" and has made his first unassisted flight recently. Look for him at the field; he is the guy chain smoking after a good flight.



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Dennis Brumley

Gene Derbick

Jim Keehan

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# FUN-FLY

by Ira Katz and Jim Speers, Fun-Fly Chairmen

It was another interesting Fun-Fly! It was so windy that we almost postponed it to the following week. The wind gusts ranged from 15 to 25 miles per hour, if not more, but we are real men (and boys) and decided to forego the danger and have some fun. Believe it or not, not one plane crashed. Everyone flew very well, beginners and experts.

The Fun-Fly was called "Obstacle/Flight Course. Each pilot had to guide their aircraft around four plastic cones, then through two more plastic cones and take off. It sounds simple but it is very hard to do with a 20 mile per hour tailwind. Many of the aircraft flipped over during the ground maneuvers portion of this Fun-Fly. One plane ended up against a cone which started to wear down the prop. The plane did take off but flew a little ruff because the propeller was out of balance. I promised Don Wolfe that I would tell everyone who it was. Woops. Once the airplane was in the air, each pilot needed to perform three maneuvers. The maneuvers, as well as the landings and ground maneuvers, were graded on a scale from one to five, five being the best. This Fun-Fly brought out the best in the following pilots (in order that they placed):

### Sport Pilots

1. Ron Petterec
2. Ed Der
3. Tim Niemiec
4. Ira Katz
5. Don Wolfe
6. Kyle Der
7. Paul Barsamian

### Advanced Pilots

1. Bob Davit
2. Don Linder

### Solo/Buddy Box

1. Dan Deitemeyer
2. Jim Janiak
3. Mike Altschuler
4. Eugene Kislenko

Our next Fun-Fly is Sunday August 17<sup>th</sup> and is called "Making Maneuvers." This is a timed event. Each pilot will compete within their own level of pilots and are given two minutes to complete as many of 13 preset maneuvers as possible. Time starts once the first maneuver is started. Pilots must call out their maneuvers and must be flown in the proper sequence. As always, there are penalties whenever a maneuver is not completed. These maneuvers are not judged by quality, just completion. Remember, you only compete against your level of ability. So, show up and have a great time. See you there.

## **UPCOMING BIRTHDAYS**

### August

- 8/21 - Jocelyn Eckert
- 8/22 - Marv Schwartz
- 8/26 - Jeff Schulman
- 8/27 - Steve Haas
- 8/31 - Todd Vazquez

### September

- 9/5 - Ron Petterec
- 9/7 - Steve Feldman
- 9/7 - Karl Will
- 9/9 - Mitchell Mamon
- 9/11 - Peter Reynolds
- 9/12 - Jim Cincinelli
- 9/14 - Joe Keehan



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## OUR CONDOLENCES

The members of Blue Max R/C Flying Club wish to extend their deepest condolences to the following:  
Ira Katz and his family on the death of his father, Hank.

Debbie Ferguson, widow of our member Mike. Mike joined in October, 2002 and was a very personable member. We'll miss his friendship.

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### FOR SALE

**Art Chester "Jeep" 1933-1938 Racer with G90 Supertiger engine, 46" wingspan.** Includes radio. **Price:** \$250.00. **Contact:** Dick Campbell, [DickCBell@aol.com](mailto:DickCBell@aol.com).



**Great Planes Trainer 40**, includes 4 HS-300 servos, 8 channel Hitec Supreme 4 channel transmitter (Channel 34), SuperTiger .46 engine, new transmitter battery, will provide a new receiver battery to purchaser. **Price:** \$175.00. **Contact:** Mike Racine, [MRacer950@aol.com](mailto:MRacer950@aol.com).

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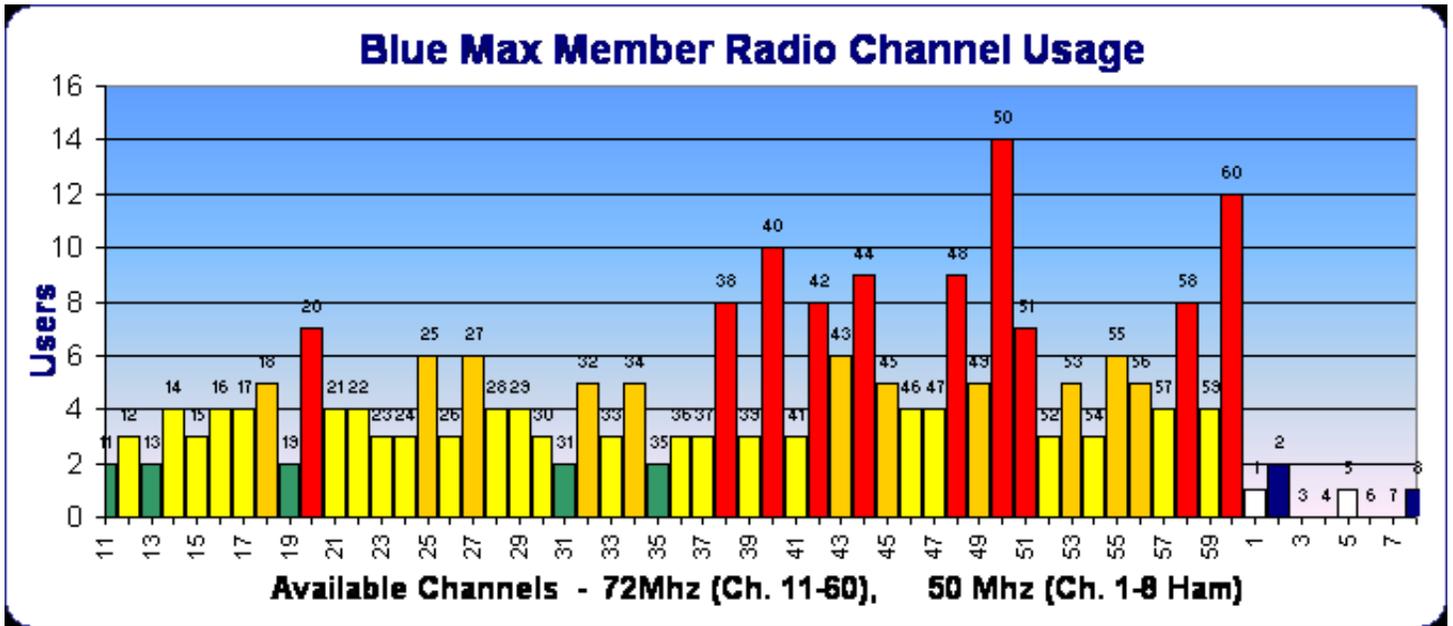
Have you noticed that for the past couple of months there hasn't been a "Novice Corner"? A number of people have mentioned to me how much they like the section. The problem is, Ray Zinkowski, Jim Janiak and the others that have contributed, have run dry on ideas. If you have an idea for an article, if you wish to write an article or even write an article with assistance from Ray, Jim or myself, please get in touch with one of us. By the way, congratulations to Jim and Ray for becoming Solo pilots. Maybe this will give you further ideas.

Last year, there was a suggestion to have some articles written on electric flying. Only Guillaume Dougados came forward to contribute. More articles on electric flying are welcome.

Guillaume has now come up with a suggestion that we get members to write product reviews. These reviews can be on planes, radios, engines, servos, batteries, etc. Don't forget that building tools could also be reviewed.

Okay, a few suggestions have been tossed out. If you have other ideas, we'll be glad to include your article or suggestion for someone else to write about. If you want to write something but don't feel that you write well, let me know by dropping me an email at [Editor@BlueMaxRC.com](mailto:Editor@BlueMaxRC.com) or talk to me at a meeting or at the field.

Articles from outside of the club are welcome too.



Please contact Mark Matzuka ([Info@BlueMaxRC.com](mailto:Info@BlueMaxRC.com)) with the following information to add or change radio channel numbers.

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3. Any other comments.

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**UPCOMING EVENTS FOR  
AUGUST, SEPTEMBER and OCTOBER, 2003**

**August, 2003**

- 10) Blue Max Picnic
- 17) Fun-Fly - 10:00 A.M.
- 18) Monthly Meeting - 7:30 P.M.  
Program -  
Raffle - Hangar 9 T-34 Mentor ARF

**September, 2003**

- 14) Fun-Fly - 10:00 A.M.
- 15) Monthly Meeting - 7:30 P.M.

**October, 2003**

- 19) Fun-Fly (last of the year) - 10:00 A.M.
- 20) Monthly Meeting - 7:30 P.M.

